

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4476.

日七初月正年十三緒光

MONDAY, FEBRUARY 22, 1904.

一拜禮

號二十月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,110,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " " 4 " " 3 " " 2 " " 1 " " 1/2 " " 1/4 " "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
A. HAUPT, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$1000 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904. [18]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow
Berlin Calcutta
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS IN MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

No. 10, MACDONNELL ROAD.

Apply to
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LTD.

Hongkong, 1st February, 1904. [165]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 4th February, 1904. [49]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [20]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA..... S. Barchan.....	About 23rd February	Freight and Passage.
LONDON, &c.	CHUSAN..... W. B. Palmer, R.N.R.	Noon, 27th February	See Special Advertisement.
SHANGHAI.....	COROMANDEL..... G. M. Montford, R.N.R.	About 27th February	Freight and Passage.
SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	NANKIN..... E. E. C. Roberts, R.N.R.	About 27th February	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA..... C. J. Benton, R.N.R.	About 3rd March	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th February, 1904. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ.....	WEDNESDAY, 2nd March.
ROON.....	WEDNESDAY, 16th March.
PREUSSEN.....	WEDNESDAY, 30th March.
HAMBURG.....	WEDNESDAY, 13th April.
PRINZ HEINRICH.....	WEDNESDAY, 27th April.
OLDENBURG.....	WEDNESDAY, 11th May.
BAVERN.....	THURSDAY, 26th May.
SACHSEN.....	THURSDAY, 9th June.
ZIETEN.....	THURSDAY, 23rd June.
SEYDLITZ.....	THURSDAY, 7th July.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of March, 1904, at Noon, the Steamship "SEYDLITZ,"

of the NORDDEUTSCHER LLOYD, Captain Dewers, with MAELS, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 29th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 1st March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

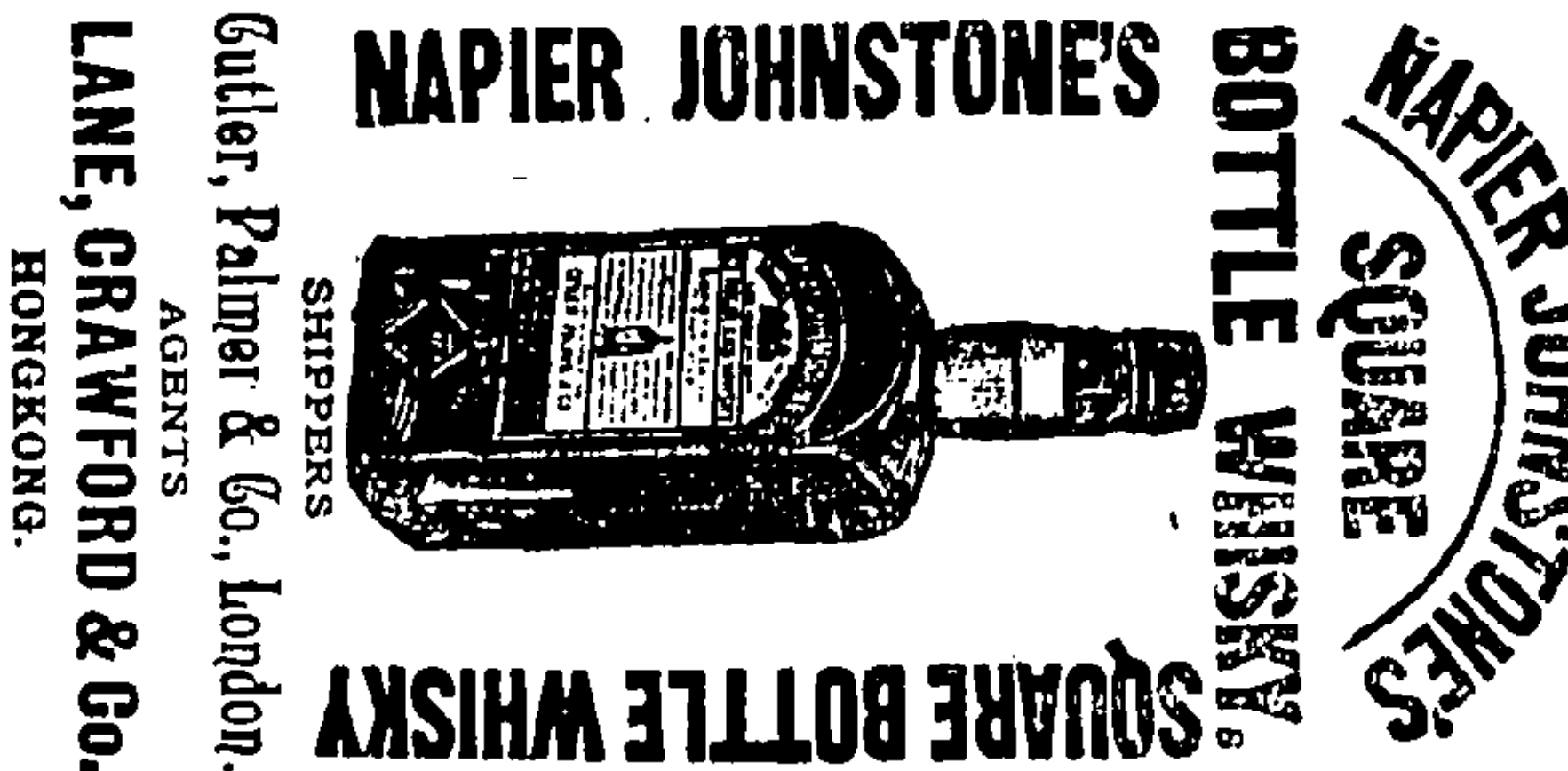
AGENTS.

Hongkong, 17th February, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND FOR TWENTY YEARS.



AS SUPPLIED TO THE LEADING CLUBS AND HOTELS.
PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.

Hongkong, 2nd January, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more Comfortable Hotel in the Far East, than the

MACAO HOTEL.

WM. FARMER,
Proprietor.

[27]

Intimations.

The King

among scientifically condensed foods is Bovril.
In the smallest possible bulk Bovril has every
virtue a true food should possess—it is nourishing
and strengthening—it is a stimulant and a
warmth-giver; and, besides being very appetising,
is thoroughly digestible. Bovril is a great help
to the cook, too.



JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honde, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yeshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]



KUPPER'S PILSENER BEERS.

THE LEADING BEER IN THE
FAR EAST.

Telephone

No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

Hongkong, 3rd February, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

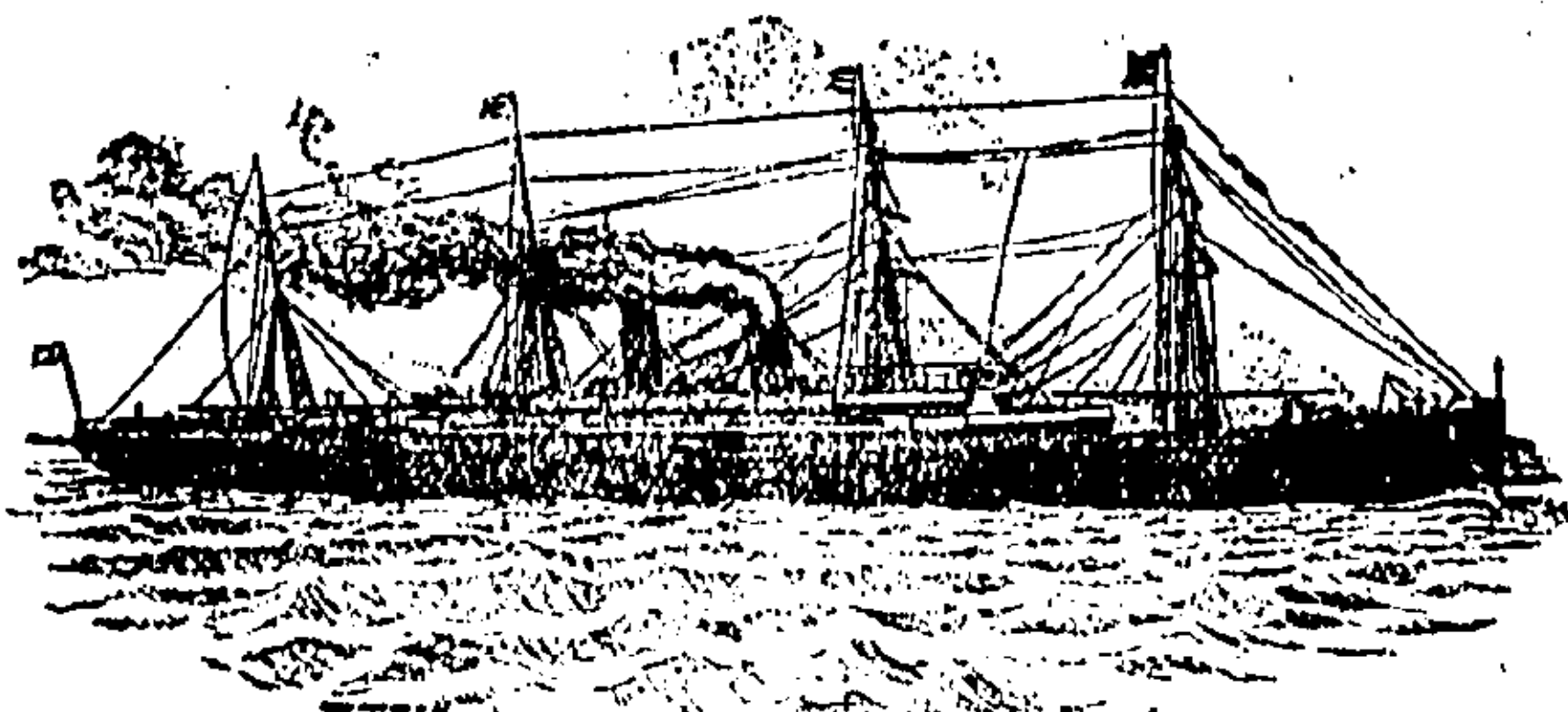
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

[34]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons...	WEDNESDAY, 24th February, at Daylight
"KOREA"	11,276 " "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 " "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 " "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 " "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 " "	SATURDAY, 30th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 24th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

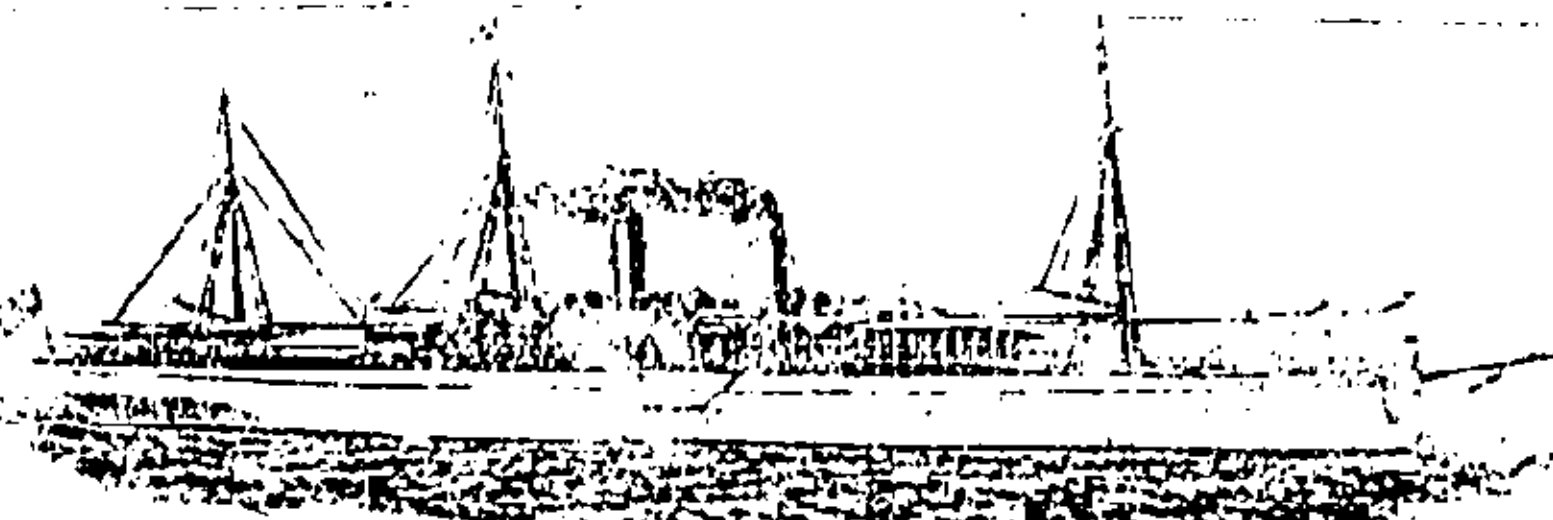
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.
For further information as to Passengers and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons... | WEDNESDAY, 24th February. |

"EMPRESS OF JAPAN" 6,000 " " | WEDNESDAY, 9th March. |

"EMPRESS OF CHINA" 6,000 " " | WEDNESDAY, 23rd March. |

"ATHENIAN" 3,882 " " | WEDNESDAY, 6th April. |

"EMPRESS OF INDIA" 6,000 " " | WEDNESDAY, 20th April. |

Hongkong to London, 1st Class, £40. via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 10th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG.	3rd March. Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).	
BAMBERG	HAVRE and HAMBURG.	17th March. Freight.
Miltzoff	(Calling at SINGAPORE and PENANG).	
SAMBIA	HAVRE and HAMBURG.	25th March. Freight.
Luning	(Calling at SINGAPORE and PENANG).	
ABESSINIA	HAVRE and HAMBURG.	5th April. Freight.
Filler	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	19th April. Freight.
Borck	(Calling at SINGAPORE and PENANG).	
ARTEMISIA	HAVRE and HAMBURG.	3rd May. Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons...	Captain H. D. Jones.
"POWAN"	2,338 " "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 " "	A. W. Dixon.
"HANKOW"	3,073 " "	C. V. Dixon.
"KINSHAN"	2,860 " "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons...	Captain W. E. Clarke.
------------------------	---------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons...	Captain T. Hamlin.
-----------------------	--------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons...	Captain B. Branch.
"NANNING"	509 " "	C. Butchart.
"TAK HING"	518 " "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
----------	------	----------------------	----------------	-------------

TJIPANAS ... JAVA & MACASSAR Second half of March JAPAN Second half of March

TJILATJAP ... JAPAN First half of March STOR & JAVA PORTS First half of March

TJIMAH ... JAVA & MACASSAR Second half of February JAPAN Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 12th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

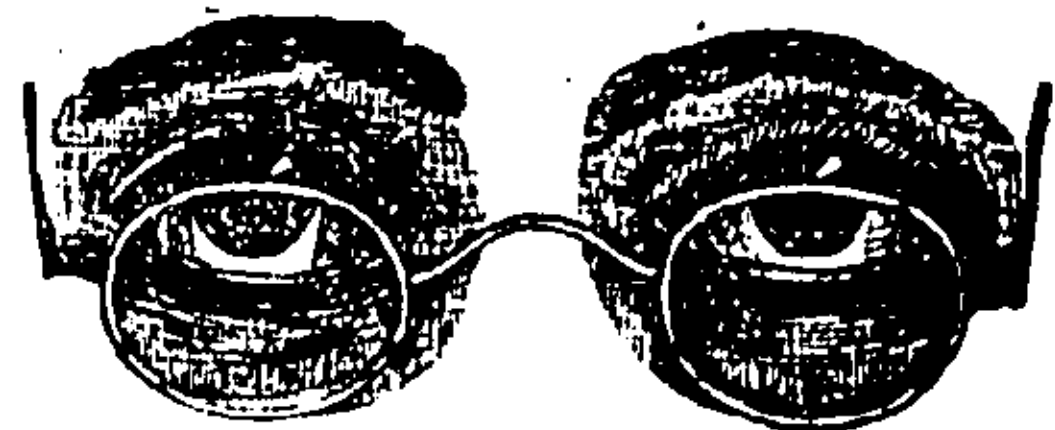
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms apply to

Hongkong, 18th November, 1903.

THE MANAGER

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th)

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900

[32]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (NOON) to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers and to elect a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 5th March, both days inclusive. JARDINE, MATHESON & CO., General Managers.

Hongkong, 9th February, 1904.

[241]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1903, at the Rate of ONE POUND AND TEN SHILLINGS together with a BONUS of TEN SHILLINGS STERLING per Share of \$125, is PAYABLE on and after MONDAY, the 22nd day of FEBRUARY current, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904.

[276]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after this Date, they can obtain SCRIP CERTIFICATES for SHARES of the NEW ISSUE in EXCHANGE for HONGKONG AND SHANGHAI BANK RECEIPTS on Application at the REGISTERED OFFICES of the Company, Nos. 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904.

[257]

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., TO-MORROW, WEDNESDAY and THURSDAY, the 23rd, 24th and 25th instant, respectively.

Hongkong, 22nd February, 1904.

[273]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Stonecutters Island (East Battery) in a South-Westerly direction at Ranges from 600 to 4,500 yards, on the 26th February, 1904, and from Lyemum Sub-District (Redoubt and Pak-sha-wan Batteries) in the direction of the entrance to Junk Bay at Ranges from 600 to 4,500 yards on the 29th instant.

If the Weather is unfavourable on either of the above dates, Practice will take place on the 1st March.

Practice will commence at 9 A.M. on the 26th instant, and end at 11 A.M. daily, if the Range is clear.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 18th February, 1904.

[268]

JACK E. ELLIS,

SOLE AGENT FOR

E. M. RICHFORD'S RUBBER STAMPS,

Patent Elastic "Cushion" Stamp

for Uneven Surfaces,

E.M.R. Peerless Fountain Pen, &c.

Embossing Presses, Self-Inking Stamp Presses,

Cyclostyle, Typograph and

Compo-Lithograph Copying Apparatus,

Superior Solid Rubber Type Outfits,

Patent "Dove-Tail"

Metal Bodied Rubber Faced Type,

&c., &c., &c.

Full Particulars on application to

J. PEDDER'S HILL

Hongkong, 18th February, 1904.

[254]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TO-MORROW
(TUESDAY), WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY).

23rd, 24th, 25th and 27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND
STAND AND ENCLOSURE may be
obtained from Messrs KELLY & WALSH, LD.,
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day) or \$3 per day.
Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd February, 1904.

[234]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND AND ENCLOSURE during
the Races on the 23rd, 24th, 25th and 27th
instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd February, 1904

THE HOSTESSES OF TO-DAY.

THE ASCENDANCY OF AMERICAN WOMEN.

A striking feature of the "Woman at Home" for January is a lavishly-illustrated article by "Ignota," on "Twentieth Century Hostesses." According to "Ignota," the new century has opened very brilliantly, so far as British hostesses are concerned. "In no matter, however," the writer goes on to say, "have the last hundred years brought about a greater social change than in everything connected with the giving and the receiving of hospitality." The twentieth century hostess leads a far fuller life than was possible in the case of even her more famous grandmother and great-grandmother. In the leisureed, special days when Queen Victoria was still young, there was far more family and far less general entertaining. Society was a small and in a real sense a select world. Every man and every woman in it was known and in many places related, and though the giving of great country-house parties was then, as now, a feature of British hospitality, there were for obvious reasons no such forms of entertainment possible as the Saturday-to-Monday visit. If we are to trust the memoirs and books of reminiscences which have of late thrown a strong light on the social changes between, say, the years 1840 and 1880, what has most struck the imagination of such critics of Mr. George Russell is the amazing increase of material luxury due to the incursion on our old-world aristocracy of those whom the French early dubbed the *nouveau riches*, or newly-rich. It would of course be absurd to suppose or to pretend, as certain people do now, that the newly-rich played no part in the society of a hundred years ago. Then, as now, wealth had its pleasure as well as its privileges. A great heiress was quite sure of making a great marriage, and riches inspired respect and interest in the onlooker, else why the position of the then unknown Miss Angela Coutts? Our great peers were then content to look for heiresses at home, but a glance at any old peerage will show that arranged marriages were even more common in the great world then than now. But where a great change has come about is that, whereas in the nineteenth century English world the newly-rich had little chance of making their way in the highest circles unless through marriage (and this is still the case on the continent, notably in France), the possession of immense wealth has now become an open sesame, and extravagant luxury, once frowned upon as vulgar, is now the *quid pro quo* expected from those who wish to enjoy the society of the well-born and 'smart' set. . . . It must, however, be admitted that wealth alone will not admit its possessors into that world which used to be known as 'the Upper Ten Thousand.' Originally, good looks, the power of spending money with lavish and yet pleasant prodigality—all these gifts and more are needed, and they are possessed in no small measure by those to whom we have made a passing reference. In the social history of England there is nothing more amazing than the sudden ascendancy of the American element.

That English society is becoming increasingly American in tone and trend is obvious to most people. . . . We are gradually but surely adapting ourselves to American conditions and exigencies. The large number of international marriages, which have brought not only American wives to our shores, but a considerable following of "their sisters," and their cousins, and their aunts, is, of course, largely responsible for this state of affairs. However satisfactory the results may prove to the two people mutually concerned, it is open to doubt whether it will lead to the eventual improvement of society in England. No one can deny that an American woman is singularly attractive, first in appearance, and secondly, in conversation. If we come to study the less obvious and more essential point, her character, we find its most salient feature to be frivolity.

The American woman is delightfully pretty, often extremely, but rarely classically beautiful. Beyond all women, perhaps, does she possess the gifts of expression and genius for pose. . . . An American woman's taste in dress is as perfect as anything can be in this imperfect world. A German woman has been known to wear black petticoats under a white skirt, and white stockings with black shoes. The American woman has never been born who could perpetrate a like atrocity. Of her genius for adapting herself to her environment, there can be no question. Such a mere accident of birth as the one which gives her a pork butcher or a patent pill maker for her father is no drawback to her to her ultimate career. . . . The American woman, where she is not a blue-stocking (as sometimes happens), is accomplished rather than soundly educated. . . . In religion an American woman is conventional and decorous. Her piety is neither asserting nor obtrusive, except possibly in the present craze for religious science and the practice of it; otherwise she takes religion as she does most things in this world, lightly, skimming along the surface of it, and caring little to plumb unknown depths. "The great object in life," said an American woman once in my hearing, "is to have a good time."

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwriters of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 6th May, 1904. [52]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1904. [53]

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

TO-MORROW, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain Sellier, with Mail, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd February, 1904. [9]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN,
Kobe and YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,503	J. Truebridge	Mar. 16
Tremont	9,606	T. W. Garlick	Mar. 27
Olympia	2,837	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 5th February, 1904. [12]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 15th February, 1904. [16]

For Sale.

FOR SALE

INCANDESCENT
Mantles,
Chimneys,
Globes, Shades, &c., for
Gasoline and Gas Lamps
at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
15, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [51]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"
of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 18th February, 1904. [13]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"
Captain Luning, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hankow Hongkong Office.

Hongkong, 20th February, 1904. [275]

To be Let.

TO LET.

TWO ROOMS suitable for OFFICE use,
Entrance from Ice House Street.

Apply to—
SECRETARY,
MASONIC HALL,

Hongkong, 13th February, 1904. [256]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.

Apply to—
THE SAM WANG CO., LD.,

Hongkong, 5th February, 1904. [218]

TO LET.

GOOD FOR EUROPEAN OFFICES.

NOS. 28, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors,
above Maison Levy Hermanos.
Possession at the end of March, 1904.
A Lift is to be constructed there.

Apply to—
KIN ON,
Agent,
No. 30, D'Aguilar Street.

Hongkong, 29th January, 1904. [193]

Intimations.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in All Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

"Sanitas"
Unparalleled
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-irritating, and for general or personal use is thoroughly effective. It completely disinfects houses, which, if treated, will administer internally prevent cholera, typhoid fever, dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger disinfectant and deodorant than carbolic acid. It is used in all public places, hospitals, etc., and is highly recommended by the medical authorities for use in hot climates, because of its disinfecting qualities and its fragrance.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical authorities for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Canisters
are the best and most convenient means of fumigation. For the disinfection of infected places, bedding, clothing, etc., they are best adapted, and carbolic acid, creosote, etc., are used.

THE "SANITAS" CO., LTD.
INTERNATIONAL TRADING COMPANY,
LONDON, E.C.

Intimations.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation By-laws any Domestic Building or part of such Building which is occupied by members of more than one family shall, unless specially exempted by the Board, be LIMEWASHED and CLEANSED throughout to the satisfaction of the Board during the months of JANUARY and FEBRUARY. The Sanitary Board being convinced of the necessity of Cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the 29th FEBRUARY.

NOTE.—The Boundaries of the above Districts have been ALTERED and are now as follows:—

THE EASTERN DIVISION OF THE CITY IS BOUNDED ON THE WEST BY GRAHAM STREET AND ENDICOTT STREET.

The Eastern Division of Kowloon is bounded on the West by Robinson Road and a Straight Line drawn from the North end thereof through the Yau-mati reservoir to the Northern boundary of Kowloon.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
4th January, 1904. [94]

THE ROBINSON PIANO CO. LTD.
HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

WAX-CUT REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

WASH-CREDIT

Hongkong, 6th January, 1904. [39]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

Sole Agents for
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 15th December, 1903. [12]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1903. [55]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 CTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd September, 1903.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—ICE HOUSE ROAD

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [61]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10 to per case of 48 bottles (quants) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.,

Hongkong, 10th January, 1903. [54]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

Hongkong, 10th January, 1903. [54]

BIG CURE FOR MEN & WOMEN

Big C is a non-poisonous remedy for all urinary discharges and inflammation, irritation or absorption of mucous membranes. Failure guaranteed not to relieve. Prevents contagion.

SOLD BY PHARMISTS, Chemists and all respectable druggists.

Prepared by THE BIG CURE CO., SINGAPORE.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
27, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904. [58]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 26, Connaught Road Central,
Hongkong, 6th February, 1903. [57]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 5th January, 1904. [114]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—*Telegraph*, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

Intimations.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY. WATSON'S CELEBRATED

E

BLEND

VERY OLD LIQUEUR SCOTCH WHISKY.

A Blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs and generally recognised to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are of very fine quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES ... 16.00

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 20th February, 1904.

135

TELEPHONE NO. 256. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ENAMELLED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS,

ROCHESTER LAMPS, WHITE TURKISH TOWELS.

COUNTERPANES, COOKING RANGES,

KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

145

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. CODE, 4TH EDITION.

Liab's Standard Code. Telephone 211. Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE. All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 22, 1904.

LOCAL AND GENERAL.

THE German mail of the 20th January was delivered in London on the 19th inst.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 21st February, 1904, (excluding Chinese New Year):—

	Library	Museum
Non-Chinese	124	94
Chinese	38	5,912
Total	162	6,006

ASSOCIATION FOOTBALL.

H. K. F. CLUB v. H. M. S. "OCEAN." SHIELD TIE.

At the Happy Valley Club ground on Saturday afternoon, these teams fought for right of entry into the next round of the above competition. There was a big muster of spectators around the ropes and, with unusual punctuality, the teams lined up as follows:—

H.K.F.C.: F. H. Kew, goal; Austen and Ancott, backs; Gray, Bonnar, and C. T. Kew, halves; Williams, Cooper, Hancock, Whitmore and Danby, forwards.

H.M.S. "Ocean": McDermid, goal; McIntyre and Hall, backs; Wright, Holt, and Schwann, halves; Spinner, Cornabe, Downie, Walmsley, and Vaughan, forwards.

The opening stages of the game were in favour of the sailors, and although Cooper, Williams and Danby made good runs for the Club, their journeys down the field proved futile. After a melee in front of the Club goal, an "Ocean" forward got his foot at the leather and shot hard in, Kew gathered, but the referee awarded a goal to the "Ocean," the custodian apparently being over the line. The Club captain then had some narrow escapes, and after a shot was sent in from the right wing the ball bobbed handsily for an "Ocean" forward who, standing in the goal mouth, neatly tilted in over the custodian's head scoring a very fine goal. The Club now took up the running, and Danby had very hard lines from a remarkably fine shot, the ball tipping over the bar and the first half concluded with the score:

H.M.S. "Ocean" ... 2 goals. Club ... nil.

On recommencing, the Club pulled themselves together, and the right wing forwards, Cooper and Williams, put in some good work. After several hot attacks the Club score was opened by Whitmore shooting from a crowd of players in front of goal. Both teams were showing signs of wear, but still stuck in wonderfully well considering the warm day. The "Ocean" were soon making tracks down the field, the culmination of which was Spinner taking a neat pass from his centre and sending through, Kew making no effort to save the situation. Following some good play by Williams, the ball was well put in from the right wing and, in sending out, the goalkeeper placed the ball neatly on to Danby's feet who, lying well up, made no mistake by popping through the Club's second goal. After some desultory play the whistle blew the Club's deathknell in this competition. Result:—

H.M.S. "Ocean" ... 3 goals.

H.K.F. Club ... 2 "

The game as a whole was very moderate, neither teams seeming to play up to form, which is the usual order of things in cup or shield ties. There was a decided lack of sting about both packs of forwards when nearing goal. The man in possession when within nice shooting distance preferred to pass to a man no better placed than himself instead of slinging in on his own account. The sailors were the bigger sinners in this respect, and lost numerous chances through this hesitancy and lack of fire-dallying with the ball when in front of the sticks until they had a crowd of opponents between them and the goal. The majority of one goal about represents a game which was full of changes, the sailors at one time looking like making a big win, whilst later the club shaped like pulling it out of the fire. The "Ocean" team is a nicely balanced lot, and to no particular part of the eleven can the credit of the victory be assigned. Their forwards gave some nice passing exhibitions; their halves played steadily right through, and they were served by a pair of reliable backs. The goalkeeper gave a good exhibition. They had the misfortune to lose their left back for a short period of the second half (during which the Club annexed a goal), but he pluckily returned and though limping badly continued to give a good account of himself. The Club forwards played a good game, though Hancock was not in such good form as usual and did not get his men moving with his usual regularity. Both wings played well, more especially the right, where Cooper and Williams distinguished themselves. At half Bonnar played like three men, and both Kew and Gray were also in form, and this was the strongest part of the Club team. At back Austen and Ancott were weak, and if there had not been a strong centre-half like Bonnar to cover them the score sheet would have been different reading. Kew, in goal, played a fair game, but the third goal scored against the Club seemed well within his stopping power.

LINESMAN.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TURF TOPICS.

YESTERDAY'S TRAINING.

The final gallops were concluded yesterday morning in the presence of a large number of interested spectators. The inside course was faster by two seconds at least and proper allowance must be made when considering the times as between the two tracks.

Tai Yai, (1)—1 mile—39, 1.02 2/5, 1.35 2/5. Muscatel, 1 mile, and Starling, 1 mile—(1), 35, 1.07 4/5, 1.41, 2.16 2/5, 2.51.

Tetotum, (0)—1 mile—33 2/5, 1.06, 1.42. Fet, (0)—1 mile—36, 1.10 4/5, 1.45 1/5, 2.16 3/5.

Pandur, (1)—1 mile—36 2/5, 1.11, 1.46 3/5, 2.22 3/5, 2.55 2/5.

Dison d and Pomello, (0)—1 mile—35, 1.09 4/5, 1.41, 2.17 1/5, 2.49 1/5.

For Trade and Culex, (0)—1 mile—37 1/4, 1.14, 1.48 1/2, 2.31 2/5, 2.57 4/5.

Standard and Manila, (0)—1 mile—35 1/2, 1.14, 1.48 1/5, 2.24 2/5, 2.58 4/5.

Rare Rose, (1)—1 mile—36, 1.09 2/5, 1.41 4/5, 2.14 2/5, 2.46 3/5.

Coronet Rose, (1), 1 mile, joined by Mignonne Rose 1 mile—37, 1.10, 1.41 2/5, 2.13, 2.44 1/5.

La France Rose joined by Liberty Rose (1), 1 mile—34, 1.05 1/2, 1.37 4/5, 2.10, 2.43 1/5.

Discovery and Daybreak, (1)—Discovery—1 mile—37 1/2, 1.10 4/5, 1.42 1/5, 2.14 3/5, 2.46 1/2; Daybreak—1 mile—32, 1.05, 1.37 2/5.

Aladdin and Regret, (0)—Aladdin, 1 mile—36, 1.10, 1.42 2/5, 2.16, 2.49 2/5; Regret—1 mile—36, 1.13, 1.42 2/5, 2.16.

Polka, (0)—1 mile—last 1, 33 3/5, 1.07 2/5, 1.42, 2.15 2/5.

Protection, (0)—1 mile—39 1/2, 1.15, 1.50, 2.32 2/5.

Runder, (0)—1 mile—37 1/2, 1.14, 1.45 4/5; Crowler, (0)—1 mile—31.

Combine, (1)—1 mile—34, 1.06.

Rebel King, (1)—1 mile—36, 1.07 3/5, 1.42 1/5, 2.15 3/5, 2.47 1/5.

Vancouver, (1)—1 mile—33, 1.05 2/5, 1.37 3/5, 2.10, 2.42 1/5.

Algerine, (1)—1 mile—last 1 1/2, 39, 1.16 1/2, 1.51, 2.21 1/5, 2.52 4/5.

Primo, (0)—1 mile—31, 1.02 1/2.

Quebec and Doris Castle, (1)—1 mile—34, 1.06 2/5, 1.41.

Sentry, Mongoose, and Alarm, (1)—1 mile—33, 1.06, 1.38 2/5.

Rocket, (1)—1 mile—(2), (2), 1.38 4/5, 2.10 2/5.

Fiscal, (1)—1 mile—36 1/2, 1.10, 1.43 1/2, 2.14 1/5.

Eclipse, (0)—1 mile—34 1/5, 1.07, 1.40 1/2, 2.10 1/2.

Moesty, (1)—1 mile—34, 1.09, 1.43, 2.15.

Waiskenabe, Pech, and Zuffall, (0)—1 mile—(2), 1.06, 1.42, 2.10, 3.02.

Panandrum and Emigrant—1 mile—last 1 mile, 35, 1.11, 1.46 4/5, 2.20, total time, 3.34 1/2.

Sylph Rose, (1)—1 mile—35 1/5, 1.06 3/5, 1.38 3/5.

Rex—1 mile—35, 1.09, 1.40 2/5.

Royal—1 mile—2.19 1/2, reported.

Northern Rose, (1)—1 mile—34 1/5, 1.07 3/5, 1.39 4/5.

Talbot, (1)—1 mile—35 1/5, 1.07 3/5, 1.40 4/5, 2.15 1/4.

Colonist, (0)—1 mile—35 3/5, 1.07 4/5, 1.42 1/2.

Snark, (0)—1 mile—32 1/5, 1.04 2/5.

Cheesai, (0)—1 mile—32 2/5, 1.05, 1.35 4/5, 2.04.

Dandy, (0)—1 mile—30, 58 1/2, 1.26 2/5.

Farewell—1 mile—31, 1.02.

SELECTIONS FOR TO-MORROW.

1.—The Wong-wei-chong Stakes. A half-mile race is a very open one and much depends on the start. If the group is sent off fairly even, the order to pass the winning post should be:

- 1—Talbot.
- 2—Ben Roy.
- 3—Ca Canny.

2.—The Maiden Stakes. Coronet Rose is reported a starter; if so, the race is decidedly his, otherwise his stable companion should win.

- 1—Coronet Rose or La France Rose.
- 2—Discovery.
- 3—Royal.

3.—The Valley Stakes. This is another open race.

- 1—Fiscal.
- 2—Rocket.
- 3—Tai Yai.

4.—The Victoria Stakes. 1—Algerine. 2—Rare Rose. 3—Discord or Huron.

5.—The Foochow Cup. 1—Remnant. 2—Runaway Girl. 3—Brilliant.

6.—The Hongkong Derby. It is whispered that only La France Rose will compete for honours for Buxey. But while not discrediting the rumour I am inclined to make it a positive win for Coronet Rose if he starts. If he does not face the starter the race will most likely be credited to his stable companion.

- 1—Mr. Buxey's starter.
- 2—Aladdin.
- 3—Chieftain.

7.—Hongkong Club Cup. 1—Vancouver. 2—Rare Rose. 3—Rebel King.

Sioux might have a show for third place. 8.—The Chinese Club Cup. 1—Manila. 2—Panandrum. 3—The Bailie.

Fun and Arranapogue, if judiciously piloted, stand good chances for places. 9.—The Lusitano Cup. 1—Discovery. 2—Once More. 3—Royal or Rex.

10.—The Encouragement Stakes. This is going to be a very open race. I mention a few good ones, giving them preference in the order named.

- 1—Alarm.
- 2—Ben Roy.
- 3—Sylph Rose.

Chaquequa, Ca Canny and Linton. EARLY BIRD.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

HONGKONG AND WHAMPOA DOCK COMPANY.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ltd., was held at the offices of the Company, Queen's Buildings, at noon to-day, when there were present the Hon. Sir Paul Chater, Kt., C.M.G. (Chairman), Mr. N. A. Siebs, Hon. C. W. Dickinson, Mr. E. Goetz, Mr. A. Haupt, Mr. J. H. Lewis, Mr. E. S. Wheeler, Mr. D. E. Brown, Mr. J. S. Van Buren, Mr. E. W. Tilden, (Directors), Mr. W. H. Dixon, (Chief Manager), Mr. T. I. Rose (Secretary), Messrs. A. V. Apar, G. M. Bain, Hart Buck, W. E. Clarke, H. F. Carmichael, Chow Hing Ki, Chan Siu Ki, H. M. S. H. Esmail, E. Goetz, D. Haskell, E. A. Hewett, Ho Fook, Ho Kum Tong, Ho Tung, Henry Humphreys, W. C. Jack, E. S. Joseph, J. J. Leiria, D. Landl, Lo Cheung Shiu, Donald Macdonald, J. K. Michael, S. J. Michael, R. Mitchell, E. J. Moses, W. Parsons, T. H. Reid, A. Rodger, T. Skinner, E. A. Snewin, Hans Schubart, A. G. Wood, H. Schubart and A. W. Marshall.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen—The report and statement of accounts having been in your hands for some time, I propose, with your sanction, to follow the usual course and take them as read. At the last half-yearly meeting I was in a position to congratulate you on the result of the working, which compared favourably with those of the two previous half-years. It is with great pleasure, gentlemen, I find myself able to announce a continuance of this prosperity, and in lay before you figures which show a still further and substantial advance. The net profit for the six months ended 31st December, 1903, amounted to \$514,394.30, to which has to be added the sum of \$314,793.70 brought forward from last account, and after deducting directors' and auditors' fees, there remains for appropriation \$817,942.01, as compared with \$602,395.13 in the previous half-year. Subject to your concurrence, the board propose to deal with the balance as follows:—To pay a dividend for the half-year of 12% and a bonus of 2% to shareholders, absorbing \$350,000, to write \$42,599.35 from the value of Hong Kong Docks, and to carry forward to next account the balance of \$425,342.66. I trust, gentlemen, these recommendations will meet with your approval. Considering the state of trade generally, I think this result may fairly be regarded as satisfactory. The tonnage of merchant vessels actually docked during the half-year shows a decline of some 10 per cent. compared with the previous six months, as will be noted from the following figures:—412,658 tons against 462,648 tons. The tonnage of British warships docked was 44,179 tons against 47,042 tons, and Foreign warships, 19,111 tons against 49,499 tons. The decline in the number of Foreign men-of-war docked was no doubt due in great measure to the unsettled relations existing between Russia and Japan. As a set-off against the reduced docking tonnage figures, the occupation of No. 1 Dock by H.M.S. "Amphitrite" for 39 days and that of the No. 2 Dock by the steamer "Pembroke" for eight weeks, may be noted. The difficulties experienced in fulfilling our docking arrangements for the larger ships alluded to at previous meetings still continue, as evidence of which fact I may mention that during the docking of the "Amphitrite," three large vessels had to be refused, viz., the merchant steamers "Siberia" and "Tremont," and the French cruiser "Canteleau," thus emphasizing the urgent need of further Dock accommodation. Whilst on this subject, I should remark that the question of lengthening the No. 1 Dock, to which I referred on the last occasion we met, has been found unnecessary owing to the fact, since discovered, that the propeller shafts of the "Siberia" and "Tremont" can be drawn in-board, and those vessels consequently be accommodated. Considerable improvements and additions to our plant and machinery have been carried out during the interval, including the bedding in concrete and gearing up of the machines and providing flooring for the vast area of the fitting shop, together with similar work to the new brass-fitters' shop and the adjoining engine works and tool stores. Extensions to the foundry and joiners' shop have been found necessary in order to cope with the increasing work in those departments. Additions to the working plant in the Shipyard have also been made to allow for the increased size of plating both for new work and for repairs, and further additions in this branch are in contemplation. The plate bending rolls now being erected are electrically driven and will be capable of dealing with the largest plates now in use. With reference to the electric power extension at Kowloon, referred to at the last meeting, the old engine house has been re-roofed, and extensive flues laid to connect the boilers to the existing chimney. The condensing plant has been fixed, and capacious piping for same is being laid. The machine motors and columns for electric lighting throughout the Yard have been received and the engines and dynamos have been shipped and are due at an early date. Other extensive and unexpected electrical work, chiefly to H.M.S. "Glory," has interfered with the progress of the electrical work at Kowloon, but as the refit of that vessel, which has been carried out with despatch and will be completed within the date given, is now nearly finished, our electric installation will proceed rapidly. Turning to other branch of our business, that of shipbuilding, I stated at the last meeting that we had secured an order for the construction of a steamboat for the West River trade, and this, as you are all aware, successfully launched the other day, and will be completed in advance of her due date. We have also entered into a contract to build a boat for the Yangtze trade.

and more recently we have received an order from the government of the Philippines for a survey steamer for the geodetic department, the latter deliverable in eight and a half months. Our manager at the Kowloon docks, Mr. Wilson, has been granted 9 months' leave from March next, and Mr. R. Mitchell will be selected to act in his place. Mr. Mitchell will also, on taking over Mr. Wilson's duties, remove the drawing office to Kowloon, as it has been considered advisable to make a trial of this change. Prospects for the current half-year are, I am glad to say, of a satisfactory character. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions or give any further information within my power.

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. Henry Humphreys said:—Mr. Chairman and gentlemen, I have seconded the adoption of the report and statement of accounts of this company so often that I am beginning to regard myself as one of the permanent institutions of the Dock Company. My father did it before me so I suppose it runs in the family. There are times, gentlemen, when dividends are scarce, bonuses are conspicuous by their absence. Seconding the address of the chairman is a proceeding with no little personal risk, but I think there is no fear on this occasion. We have had a good half-year and the next half-year will probably be better still. I congratulate the board of directors on the improvement in the company's affairs, and I think the thanks of the shareholders are due especially to Sir Paul Chater for the good work done on the sub-committee, and for his consenting to act as chairman for another term. I was glad to hear from his remarks just now that the drawing office is to be shifted to Kowloon. I have no practical knowledge of the working of the dock company myself, but I have been informed by those who ought to know, and they tell me that this is the only dock company in the world where the drawing office is in one place and the works in another. It seems to me essential that the people responsible for the making of designs should be on the spot to see that their designs are properly carried out. With these few remarks, gentlemen, I have much pleasure in seconding the adoption of the report and statement of accounts (Applause).

The motion was carried unanimously.

DIRECTORS.

Mr. J. R. Michael proposed, Mr. Esmail seconded, and it was agreed that the appointments of Messrs. E. S. Wheeler, A. Haupt and E. W. Tilden be confirmed.

Carried. On the proposition of Mr. Hewett, seconded by Mr. Leiria, Messrs. D. E. Brown and A. Haupt were re-elected to the Board.

AUDITORS.

Mr. Ho Fook proposed, Mr. Carmichael seconded, and it was agreed, that Messrs. Thomas Arnold and H. U. Jefferies be re-elected auditors.

The Chairman:—That is all the business, gentlemen.

Mr. Hart Buck:—I think the shareholders would like to express their thanks to the general manager and the staff for the good work done for the shareholders. (Applause).

The Chairman:—Dividend warrants will be ready to-morrow, gentlemen.

A MAIDEN TRIP.

THE S.S. "KWONG TUNG."

The numerous guests of the Yuen On Steamship Co., Ltd., had a most enjoyable trip on the new river steamer "Kwong Tung," built by Messrs. W. S. Bailey & Co., and of which we recently published a description. The steamer left this port for Canton on Friday evening last on her maiden trip. On Saturday, the owners entertained their friends at tiffin on board, about thirty people sitting down. There were present Messrs. Chau Siu Ki, Yeung Kin Cho, Chiu Sam, Kwan Fong Kok, Chau Yuen Kin, Directors of the Company, Mr. and Mrs. G. A. Woodcock, Mr. and Mrs. E. O. Murphy, and Messrs. S. Shelley, L. H. Gilman, D. Tyleote, W. S. Bailey, T. A. Haamer, J. Gibson and others. Champagne being opened Mr. Shelley, of Messrs. Herbert & Co., proposed the toast of success to the new steamer "Kwong Tung" coupled with the name of Mr. Chau Siu Ki, Chairman of the Yuen On Steamship Co., Ltd.

Mr. Chau Siu Ki, said:—Ladies and gentlemen, in rising to respond to the toast proposed by Mr. Shelley for the success of our new steamer "Kwong Tung," allow me to thank you for the honour you have done us in being present here to-day; an honour which I need hardly say is exceedingly gratifying both to the Directors of the Company and to myself. The "Kwong Tung" is a sister ship of the "Kwong Chow" which has been on the Canton and Hongkong run for the past 14 months, and has proved herself to be a success. All of you have had an opportunity of inspecting this new vessel, and noting her improved arrangements, and I think every thing that could be done to provide for the safety and comfort of the passengers has been thought of by the Company. The trade between Canton and Hongkong is increasing to such an extent that I hope this new addition will be heartily welcomed, and extensively patronised by both the Canton and Hongkong merchants having commercial transactions between these two important ports. I hope also to get a fair share of the passengers. Those who travel by our boats may rest assured that everything has been done that could be done to provide for their safety and comfort. Under the circumstances the success you have been kind enough to wish to the "Kwong Tung" deserves to be fully realised. Ladies and gentlemen, I sincerely thank you for the kind manner in which you have greeted this toast and for your good wishes. The "Kwong Tung" left Canton at 5.15 p.m. on Saturday reaching Hongkong at 12.15, the average speed being 11 knots or 1 knot in excess of the speed guaranteed by the builders.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

CHINA'S NEUTRALITY.

JAPAN'S OFFICIAL DECLARATION.

(From Our Own Correspondent.)

YOKOHAMA, 20th February, 8.30 p.m.

The Japanese Government has issued an official reply to China's note to the Powers proclaiming her neutrality in the present struggle.

NOT A WAR OF CONQUEST.

Japan's note states that, the war being waged is not for conquest, but has been solely undertaken in the defence of her legitimate rights and interests. Consequently, Japan has no intention of acquiring territory at the expense of China. Whatever action she may be obliged to take against the Russian forces stationed in Chinese territory would be the result of absolute necessity, and would in no way ultimately impair Chinese sovereignty in such districts.

"AMPHITRITE" COMING SOUTH.

WITH RUSSIAN PRISONERS.

(From Our Own Correspondent.)

YOKOHAMA, 22nd February, 1.45 p.m.

The British cruiser "Amphitrite" has left Chemulpo for the South with 275 Russian prisoners, part of the crew of the cruiser "Varyag," and 53 sailors from the transport "Sungari."

TELEGRAMS.

(Reuters.)

The War.

LONDON, 19th February.

The only reference to the attack on Port Arthur on the 14th instant published in St. Petersburg is the statement that a 12" shell struck and slightly damaged the volunteer steamer *Kozan* (? *Kazan*). The Japanese believe that the war ship torpedoed was the cruiser *Boyarin*.

A legation despatch from Tokio says that no attempt has yet been made by the Japanese to land near Pigeon Bay or its neighbourhood, that no Japanese vessel has been destroyed, and that the fighting power of the Japanese fleet is practically unimpaired.

The Siberian Mail Service.

The mail service to the Far East via Siberia is suspended.

LATER.

Russia and the United States.

Russia has informed the United States that she will not grant an exequatur to Mr. Morgan, the United States Consul at Dalny, because she desires no foreign officials in the Liao Tung peninsula during the war.

The Tsar's Manifesto.

The remarkable wording of the Tsar's recent Manifesto, admitting implicitly, the unpreparedness of Russia and foreshadowing a long delay before decisive action is taken, is much commented on. The *Times* considers it means a war of exhaustion and another wholesale retreat similar to that from Moscow, leaving Port Arthur and Vladivostok isolated. This, the *Times* observes, is a great resolve, but its success depends on the will of the enemy.

Russia and the Balkans.

February 20th.

It is semi-officially declared in Vienna that Russia's interests in the Balkans are rather intensified than diminished by the latest turn of events. The idea that the war in the Far East will prevent Russia from co-operating in the pacification of Macedonia is unfounded.

An Important Declaration.
FRANCE'S NEUTRALITY.

Vienna, 11th February.

A member of the French Chamber of Deputies has arranged to interpellate the Government as to whether the Russian-French alliance extended to the Far East. M. Delcasse, however, announced to the leaders of the various political parties that there was no danger of France becoming involved in the present struggle. He further declared that, even if a third power intervenes, France will render only moral assistance to Russia. The Franco-Russian treaty, in fact, could not be regarded as applying to the Far East.

The N. Y. K. Fleet.

London, 11th February.

The *Wakasa Maru* has safely reached Colombo. A fire has taken place on the *Dingo Maru*, which was in the Thames at the time. The fire was speedily extinguished, but the middle hold was damaged.

War News in London.

ADMIRALTY OF JAPAN.

London, 11th February.

The London papers refer to the Japanese naval success in very laudatory terms, describing them as brilliant exploits. Russian prestige is stated to have been irretrievably damaged. The *Times* declares that the moral effect will be enormous.

FIRE IN QUEEN'S ROAD CENTRAL.

A pale, wavy glare over the house-tops in Queen's Road Central, shortly before ten o'clock on Saturday night, followed by the ringing of the alarm bell in the Clock Tower denoted the outbreak of fire, and the rapidly with which the glow lightened and spread made it apparent that the conflagration was of more serious a character than has been the case in fires for some time past. The brigade lost no time in getting appliances down to the scene of the conflagration, which was found to be situated at No. 352 Queen's Road Central, a cloth-merchant's shop, in the occupation of Tang Fong Li. It seems that the fire broke out on the second story, and those who were on the spot assert that it spread with extraordinary rapidity the flames being so intensely fierce that it was soon impossible to stay on the opposite pavement. There seems to be some cause for complaint regarding the delay in getting effectively to work on the fire. While the flames were issuing from the upper stories of the building, water from the street hydrant was being played over the roof, the lack of pressure in the mains preventing the stream from reaching higher. Fire escapes were run up all, as soon as the flaming engine was got into position off the Piers, a copious supply of water was directed into the burning building from a number of positions. The flames, however, soon got hold of No. 354, premises occupied by another cloth merchant, Kwong Cheng Wan, and it was apparent that both buildings were doomed. After working for upwards of two hours the Brigade saw that all danger of other property becoming ignited was at an end and, shortly afterwards, were able to disconnect several hoses from the mains. The origin of the fire is at present unknown, but it is reported that No. 352 was covered by insurance to the amount of \$1,500 while policies amounting to \$4,500 had been effected in respect of No. 354.

THE WAR.

THE FLEET.

Quite a little activity has been noticeable within the area of the Admiralty anchorage during the past few days, several arrivals and departures of British warships being recorded. On Saturday, the battleship *Albion*, and the cruisers *Centurion* and *Leviathan* came in from Mirs Bay, while the cruisers *King Alfred* and *Thetis*, and the storeship *Humber* left for England, Weihaiwei, and Shanghai, respectively. We understand that the *King Alfred* will be coming out to the Far East with further relief crews for the China Station, and is expected to return to Hongkong during May.

RUSSIAN AMBASSADOR

IN HONGKONG.

As mentioned in previous issues, Baron R. Rosen, the Russian Ambassador at Tokio, went aboard the M. M. s.s. *Yarra* at Yokohama on 12th inst. This vessel arrived in Hongkong early to-day, and amongst the unusually large number of passengers aboard, in addition to Baron Rosen, were the following members of his staff, namely, Colonel Sanvolyoff, military attaché, Commander Rous-sine, naval attaché; M. de Sivers, Consul-General at Yokohama; Prince Koudacheff, Mr. Wassilief, Vice-Consul at Kobe; Prince Gayrinsky, Consul at Nagasaki, and Count Keyserhyn.

REJOICINGS IN JAPAN.

EXCITEMENT AT KOBE.

(From Our Own Correspondent.)

Kobe, 11th February.

The receipt of news yesterday that Japan had disabled two vessels at Port Arthur was productive of wild enthusiasm on the part of the Japanese here. From the time the news was received, in the afternoon, till midnight, the Japanese newspaper offices were kept busy issuing "extras," and the runners, with small bells attached to their legs, were to be seen hurrying in all directions, penetrating even the quietest districts, putting one in mind of the "Har-r-r-ible Murder" cries, which are to be heard at night in secluded London squares and out of the way places, when such an affair takes place. At 8 in the evening a procession of Japanese was formed, with numerous lanterns, banners, and accompanied by a band. As the enthusiasts moved along they were joined by others, and at every prominent spot the procession stopped, some one made a speech, then cheers, yells, the band played, and a move was made to another spot. "Extras" were distributed, *en route*, and shopkeepers, receiving these, put business on one side to discuss the situation with any one they could get hold of. Business was a detail. To-night the scene is being repeated, only that it is wilder and more enthusiastic. The news received that the Japs had attacked successfully the Russians at Port Arthur has been too much for even the most staid, and the procession to-night is composed of many leading Japanese residents.

It was proposed that the Japs and Britishers join in, but none of the latter have consented. However, the two flags (Jap and British) are in evidence, though it is doubtful if the flying of the latter is wise. Should the Japs prove victorious all along the line, the mental condition of the enthusiasts will be serious.

THE VLADIVOSTOK SQUADRON.

RUSSIAN RAIDERS IN THE NORTH. Further details concerning the raid on the coast of Northern Japan by the cruiser squadron from Vladivostok are published by the *Kobe Chronicle* on the 12th inst. The Russian Squadron which was stationed at Vladivostok, has left that port and has been responsible for the sinking of a defenceless Japanese merchant vessel. News has reached the General Army Staff Department from Hakodate to the effect that, according to a report from the Mayor of Fukushima-maru, Matsunaga district, to the Hakodate local government, at 1 p.m. on Thursday, the steamers *Nagaura-maru* (710 tons) and *Zensho-maru* (170 tons), belonging to private owners, which were on their way from akata to Otaru, were surrounded and fired upon by four Russian war-ships off Hirunohi, Aomori Prefecture. The *Nagaura-maru* was sunk, but the *Zensho-maru* managed to escape, whether damaged or not is not stated, and arrived at Fukushima at 8.35 p.m.

It was reported that, having sunk the *Nagaura-maru*, the Russian battleships proceeded to the entrance of the Tsugaru Straits and bombarded Fukuyama (formerly Matsunaga). This report came from such an authoritative source that even the Government was deceived, and, following the news of the sinking of the merchant ship, it naturally appeared circumstantial, and was given official authorization. The bombardment is now, however, officially denied, and it is surmised that the report was cleverly evolved by some unscrupulous individual for the purpose of manipulating the share market.

Some apprehension was felt at Otaru, Hokkaido, that that place might be bombarded, and there was considerable consternation there, for the *Kitami-maru*, *Hokuroku-maru*, and several other steamers were lying in the harbour.

To make matters worse, a telegram was sent from Yainagata stating that the Russian fleet threatened to attack Sakata, and the 32nd Regiment proceeded there with all speed. It

is stated that there was great commotion at Sakata, some of the people fleeing for safety.

A report was sent from the Hakodate local government to the Department of Communications, stating that at half-past ten on the morning of the 11th four warships, apparently Russian, passed off Kosakusaki from North-west to South-west. Two of these vessels had four funnels, one three funnels, and one two funnels, and they were followed by one transport.

Navigation between Hakodate and Aomori has been entirely suspended.

The Russian ships in northern waters are the *Rosita*, *Rurik*, *Gromoboi* and *Bogatyr*, while the Japanese, we believe, have the *Mutsushima*, *Chinyen*, *Idzumi* and a few more, besides torpedo boats. The Japanese steamer *Nagaura Maru*, which was destroyed at sea by the Russian fleet off Oshima province, Hokkaido, we learn, left Sakata for Otaru on the 10th at 11 p.m. The steamer *Zensho Maru* also left Sakata for the same destination. The former was loaded with rice. Her speed was about 8 knots per hour. At about 10 o'clock on the following morning the Russian fleet hove in sight and opened fire on both vessels. The *Zensho Maru* got away and made Fukuzaki, a small port outside of Tsugaru Strait, on the northern side whence news was wired to the owner (Mr. Minamijima, of Shiminoto), who happened to be in Kobe. Although the actual number of the passengers on board the sunken ship is unknown, Mr. Minamijima believes that there was probably not less than fifty, but that as the current is very strong in the Straits and the water freezing cold it is very unlikely that any lives were saved. Mr. Inuma, who is a cousin of Mr. Kuchiki, Chief Clerk of the Kobe N. Y. K. Passenger Department, was in command. The steamer carried thirty-seven hands in all. It is stated that the Russian fleet opened fire on the Japanese merchantmen without warning. It is not likely that a steamer was held up by a warship her Captain would attempt to run away. Besides, the speed of the *Nagaura Maru* was such that it was impossible for her to escape.

INSIDE PORT ARTHUR

DURING THE ENGAGEMENT.

The *Shanghai Mercury* gives the following details concerning the battle at Port Arthur on the 8th and 9th inst., supplied by a gentleman, doing business in that port, who has since left. It was on the 8th, Monday night, about 12 o'clock when we were nearly asleep after a day's excitement, that the guns at the forts to the entrance of the harbour commenced firing. We had no idea at the time that the war had started in real earnest, but were under the impression that it was simply some military practice, but when we went to town the next morning we noticed that the wildest confusion prevailed and were informed that

THE RUSSIAN WAR VESSELS WERE SUNK.

We went out to the various places where Europeans meet and found that this news was quite true. At the time of the attack the Russian officers were ashore and indulging in a banquet.

The next morning, when the firing was recommenced, we could hear the shells passing over the house at which we were staying. Many of them fell quite close to Ginsburg's office and the first shell that had any effect struck their premises. A portion of their store was struck and all the glass work on the place was shattered.

EARLY ON TUESDAY MORNING

people began running away in all directions, but principally towards the race track and the hill. The firing lasted for about forty minutes. In the meantime, people left their shops and offices and, in some instances, did not stop to take their money from their safes.

LATER IN THE DAY

the police came to the house in which foreigners were living and left slips of paper with the occupants; when translated, we ascertained that these slips of paper were notices to leave within 24 hours.

THE NEXT DAY

was a terrible one for us; it snowed incessantly all day. We had another visit from the police who said we could either remain in town or go away; but we were told that if we did stay, we would have to make arrangements for our own provisions in case the garrison ran short of supplies.

ON THE THURSDAY

there was a rumour about town that the Japanese were endeavouring to land at Dove Bay, but the Russians swept down on them and drove them back into the sea. Up to that time all was quiet in Dalny; a German steamer the *Chefoo* had been allowed to leave the port; she went to Chefoo and I went with her; on board the crew were 8 European passengers and 600 Chinese and fear was entertained for the ship's safety with such a heavy deck load. A Norwegian Captain was also a passenger by her; I understand he had been

MADE PRISONER BY THE RUSSIANS.

but that he had afterwards been released. From what I could gather, it would appear that he was coming from Dalny to Port Arthur and had just chartered the ship to Kausi Alher; in his possession he had some charts and between stations he got out of the train to speak to two Chinese he saw on the platform. He knew them well having had business dealings with them for a long time past. While still speaking to them on the platform two Russian soldiers came up and arrested the Captain and his two Chinese friends and put them on the train and imprisoned them at Port Arthur without a word of explanation and he was kept in duress vile for two days.

ONE SHELL EXPLODING ON THE BUND

These shells were flying about pretty thickly; all the glass in the windows in town were broken, and a great many people were injured by the falling glass. I saw many Chinese wounded, running away bleeding. Just as we were leaving town I saw a shell strike a small Russian house on the hill and

LITERALLY SWEEP IT AWAY

I heard that three people were killed by it outright. Another shell struck the residence of Ti Fanti, the well known merchant in Port Arthur, completely wrecking it. All the glass in the windows of the Hotel de France were broken and the place badly shaken. When I left Port Arthur the

VESSELS IN PORT.

were the *Ras Hera* from London, *Fu Ping*, *Plaisance* (Am.), *Chefoo* (Ger) and four Norwegian. The German steamer was the only one which obtained permission to leave, and the Captain said that the only reason why he obtained the permission was because he was a friend of the Admiral. He told him he had to leave and that he would leave at all costs, and finally told the Russian that he would hoist the German flag, and if the Russian chose to fire on the German flag, he would stand the consequences.

sequences. Finally at about 3 p.m. he obtained the permission.

Mr. Kato, Japanese Consul at Chemulpo, telegraphed that, according to the remarks of officers of the French cruiser *Pascal*, the casualties on the *Varyak* and *Koryets* were over 100 killed and wounded. Of the wounded 28 are on the *Pascal*, about 30 on the *Talbot*, and the rest (number unknown) on the *Elba*. On the night of the 10th, six bodies were picked up. Two officers are among the wounded.

An official telegram from Tientsin states that it has been ascertained that the Commander of the French troops at Tientsin has received instructions from the French Government to send about 200 troops to Seoul as Legation guards, and preparations are now being made by the French troops for departure. They are to leave by the first steamer from Chin Yang-tao.

HONGKONG FIRE INSURANCE COMPANY.

Following is the report for presentation to the shareholders at the thirty-fifth ordinary general meeting, to be held at the offices of general managers, on Saturday, the 5th prox., at noon:—

The general managers and consulting committee have pleasure in submitting to the shareholders the thirty-fifth annual report of the Company.

1902 Account.—This account shows a profit of \$195,396.52, which sum, subject to the approval of the shareholders, it is proposed to deal with as follows, viz:—

Dividend of \$2.50 per share, \$180,000.00
Addition to reserve fund, 15,396.52
Total, \$195,396.52

1903 Account.—The balance at credit of this account is \$371,110.84.

Mortgages.—From the reports and valuations made by the company's surveyors, the general managers and consulting committee are satisfied that the properties held by the Company form ample security for the advances made.

Consulting Committee.—The present members the Hon. Sir Paul Chater, C.M.G., Messrs. F. Mayland, A. J. Raymond and J. H. Lewis retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. Hutton Potts and R. Chatterton Wilcox, and their re-election is recommended.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 20th February, 1904.

BALANCE SHEET, 31ST DECEMBER, 1903.

Liabilities.
Capital subscribed, \$2,000,000.00
Amount paid up, \$400,000.00
Reserve fund, \$1,548,916.66
Uncollected dividends, \$5,601.55
Accounts payable, \$4,721.04
Working account, 1902, —
Net profit, 195,396.52
Working account, 1903, —
Amount brought from below, 371,110.84
\$2,171,721.55

Cr. Assets.

Cash on current account with Hongkong & Shanghai Banking Corporation, \$64,357.60
Cash in hands of general managers, \$488.96
Fixed deposits, —
Hongkong & Shanghai Banking Corporation, \$50,000.00
Chard. Bank of India, \$50,000.00
Australia & China, \$50,000.00
Mercantile Bank of India, Limited, \$25,000.00
125,000.00

Mortgages, —
In Hongkong, \$1,180,820.37
In Shanghai, 370,720.40
In Yokohama, 25,735.39
1,577,256.16

Japanese Govt. deposit, —
Consolidation bonds, \$29,104.00
Imperial bonds, 66,510.36
War bonds, 26,865.23
122,479.59

Investments, —
Chinese Impl. Govt. Loan, 1886, \$28,749.33
Hongkong & Kowloon Wharf and Godown Company Limited, debentures, 60,000.00
Shai Land Investment Company, Limited, debentures, 27,586.20
Shanghai Club debentures, 13,333.33
Hongkong Hotel Co., Ltd. debentures, 50,000.00
5 Shares in the China Fire Insurance Co., Limited, 375.00
180,013.86

Steam fire engines, 500.00
Accounts receivable, 101,585.38
\$1,711,721.55

WORKING ACCOUNT, 1902.

To Losses and claims paid, \$187,435.57
" Charges, 42,007.49
" Remuneration to consulting committee and auditors, 6,000.00
" Commissions, 44,886.05
" Exchange, 9,779.53
" Fire Brigade expenses, 214.00
" Balance as above, 195,396.52
\$485,719.16

By Net Premium received, less re- turns and re-insurances, \$352,928.48
" Interest, 132,097.68
" Transfer fees, 91.00
\$485,719.16

WORKING ACCOUNT, 1903.
To Losses and claims paid, \$62,347.12
" Charges, 35,150.24
" Commissions, 42,380.91
" Exchange as above, 4,518.36
" Balance as above, 371,110.84
\$155,517.11

By Net Premium received, less re- turns and re-insurances, \$380,385.19
" Interest, 135,067.92
" Transfer fees, 64.00
\$515,517.11

E & O.E.
Hongkong, 19th February, 1904.
JARDINE, MATHESON & CO.,
General Managers.

We have examined the books and vouchers of the company, and certify that the above statements are in accordance therewith.

W. HUTTON POTTS
R. CHATTERTON WILCOX, Auditors.
Hongkong, 20th February, 1904.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/2
Do. demand 1/10 13/16
Do. 4 months' sight 1/11 1/4
France—Bank T.T. 2/38 1/2
America—Bank T.T. 4 1/2
Germany—Bank T.T. 1/94
India T.T. 1/40 1/2
Do. demand 1/41 1/2
Shanghai—Bank T.T. 7 1/2
Japan—Bank T.T. 94
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/14 1/2

Buying.

4 months' sight L/C. 1/11 1/2
6 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 46 1/2
4 months' sight do. 47 1/2
30 days' sight Sydney and Melbourne 1/11 1/2
4 months' sight France 2/43 1/2
6 months' sight do. 2/45 1/2
4 months' sight Germany 1/98 1/2
ar Silver 27 1/2
Bank of England rate 4 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/920
" Old @ 960/1,020
" Oldest @ 1,040/1,100
Patna New @ 1,247 1/2
Benares New @ 1,242 1/2
Persian (Paper) @ 850/900

To-day's Advertisements.

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

It is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business, at 11.45 A.M., TO-MORROW (TUESDAY), WEDNESDAY and THURSDAY, the 23rd, 24th and 25th instant, respectively.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 22nd February, 1904. [280]

THE KOWLOON DISPENSARY

WILL be CLOSED for Business TO-MORROW, WEDNESDAY and THURSDAY, the 23rd, 24th and 25th instant, at 1 P.M.

A. S. WATSON & CO. LIMITED,
Hongkong Dispensary.
Hongkong, 22nd February, 1904. [281]

THEATRE ROYAL

THE

HENRY DALLAS

MUSICAL COMEDY

COMPANY.

TO-NIGHT

GRAND OPENING NIGHT.

(MONDAY), FEBRUARY 22ND.

The Latest London Success,

The Musical Comedy

"A CHINESE HONEYMOON."

TO-MORROW

(TUESDAY), FEBRUARY 23RD.

"A CHINESE HONEYMOON."

WEDNESDAY, FEBRUARY 24TH.

AND

THURSDAY, FEBRUARY 25TH.

The Charming Musical Comedy

"THREE LITTLE MAIDS."

FRIDAY, FEBRUARY 26TH.

AND

SATURDAY, FEBRUARY 27TH.

The Sparkling Musical Comedy

"THE FRENCH MAID."

PRICES 5s, 2s and 1s.

PLANS AT

ROBINSON PIANO CO., LD.

A Late Tram will run Each Night 15 minutes

after the Fall of Curtain.

W. FLEMING VALLANCE,

Manager.

Future pieces will be duly advertised.

Hongkong, 22nd February, 1904. [266]

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and BONUS of 2% per Share for the Six Months ending 31st December, 1903, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of THE HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd FEBRUARY, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, 22nd February, 1904. [279]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, SALINA CRUZ AND MAN-

ZANILLO MEXICO, AND PORT-

LAND (OREGON).

THE Steamship

"CHINGWOW."

Captain Parkinson, will be despatched for the

above Ports, on FRIDAY, the 25th instant,

at Noon.

For Freight, apply at the Company's Office,

No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong,

Shipping.

Arrivals.

Bourbon, Fr. s.s., 987, Antoni, 20th Feb.,
Saigon 15th Feb., Rice.—Yong Seng.
Anglin, Ger. s.s., 1,001, Schluper, 20th Feb.,
Bangkok and Anglin 15th Feb., Rice.
—M. & Co.
Silesia, Aust. s.s., Habile, 21st Feb., Trieste
and Singapore 14th Feb., Gen.—S. W. &
Co.
Centurion, H.M.S. battleship, 10,500 Peyan,
20th Feb., from Mrs Bay.
Albion, H.M.S. battleship, 12,950, Jerram, 20th
Feb., from Mrs Bay.
Vengeance, H.M.S. battleship, 12,900, Leslie
Stuart, C.M.G., 20th Feb., from Mrs Bay.
Bergenhuis, Nor. s.s., 1,06, Svendsen, 20th
Feb., New York 18th Dec., Oil.—S. Oil
Co.
Yarra, Fr. s.s., 4,255, Seltier, 21st Feb.,
Shanghai 19th Feb., Mails and Gen.—M.
M.
Haitian, Br. s.s., 1,832, Roach, 21st Feb.,
Swatow 20th Feb., Gen.—D. L. & Co.
Agamemnon, Br. s.s., 4,451, Day, 21st Feb.,
Singapore 14th Feb., Gen.—B. & S.
Paklat, Ger. s.s., 1,018, Bandelin, 21st Feb.,
Bangkok 15th Feb., Rice and Wood.—B.
& S.
Benlomond, Br. s.s., 2,003, Curry, 21st Feb.,
Rangoon and Singapore 14th Feb., Rice.
—G. L. & Co.
Pelayo, Br. s.s., 750, Brooks, 21st Feb.,
Singapore 13th Feb., Kerosene.—Mr. Mc
Gill.
Mogul, Br. s.s., 2,154, Bailey, 21st Feb.,
Manila 18th Feb., Gen.—D. L. & Co.
Loongang, Br. s.s., 1,029, Weigall, 22nd Feb.,
Manila 19th Feb., Gen.—J. M. & Co.
Phranang, Ger. s.s., 1,021, Mangelsdorff, 22nd
Feb., Ang Hin 14th Feb., Rice.—B. & S.
Holstein, Br. s.s., 985, Hansen, 22nd Feb.,
Moji 16th Feb., Coal.—I. & Co.
Hinsang, Br. s.s., 1,536, Savers, 22nd Feb.,
Kuchinozu 17th Feb., Coal.—O. der.
Fernese, Br. s.s., 2,448, Fisher, 22nd Feb.,
Wellington 18th Jan., and Newcastle 28th,
Coal.—D. & Co. Ltd.
Queen Mary, Br. s.s., 2,262, Simpson, 22nd
Feb., Moji 15th Feb., Coals.—B. & Co.

Departures.

Feb. 21.
Hailong, for Swatow.
Mr. Struve, for Swatow.
Hailong, for Canton.
Feb. 22.
Mauang, for Sandakan.
Eastern, for Kobe.
Hailong, for Amoy.
Hailong, for Haiphong.

Passengers Arrived.

Per Phranang, from Ang Hin—Mr. Thom-
son.
Per Mogul, from Manila—Messrs. S. Ready,
F. Cooper and J. Walsh.
Per Loongang, from Manila—Capt. L. W.
Beckel, Messrs. D. A. Hitchell, J. Surpen, E.
Roberts, J. McKinnon, H. Thomas, J. J. Bacy,
J. Ferry, Le Chien, Miss Meyer, Mr. and Mrs.
Sloan and child, Mr. F. A. Fox, and 37 Chinese.

Passengers Departed.

Per Rubi, for Manila—Capt. J. M. Michael,
Mr. and Mrs. J. Symington, Messrs. D. W.
Riley, A. Esche, D. Denniston, G. I. Tremblay,
H. Skida, F. C. Suck, G. M. Outer, L. J. Shif-
loe, S. C. and V. Chapman, C. C. Vongen,
Wilhelm Grage, A. Fieck, C. Smith, A. J. Mit-
chell, Mrs. C. Worthington, Misses M. and G.
Gane, Mrs. T. F. Gane, Mrs. P. Grant, Mrs. J.
E. Johnstone, Messrs. Hugo Pregeman, S.
Wings, C. S. Cocker, C. Jancio, T. Song
and Frank C. Young.
Per Shawmut, from Manila for Kobe—Mr.
S. Kawata, and 27 Japanese. For Yokohama
—Mr. E. Tanaka, Lieut. D. M. Garrison, Genl.
Francis Moore, and Lieut. C. F. Cox. For
United States—Mr. and Mrs. J. B. Caldwell,
Mr. and Mrs. E. C. McCullough, Mrs. C. H.
Marple and baby, Messrs. E. B. O'Leary, A.
McWilliams, Edward Hofstede, M. R. Healy,
J. F. Bromfield, R. E. McEie, E. H. Karlson,
Enrique Lopez, Valentin Semilla, Valeriano
Mendoza, C. K. Hughes Swarthout, T. K.
Hunt, C. E. Pettit, R. C. Bryant, C. Sprate,
H. Potter, P. Ryan, B. A. Rogers, J. O'Brien,
J. G. Howard, S. Edgett, R. A. Henson, W.
Adams, H. A. Nathlick, J. B. King, Segunda,
and 254 Filipinos. From Hongkong for Japan
—Dr. Campbell, Miss C. R. Stone, Messrs.
Yomazaguchi, K. Tanaka, M. Tanaka, S.
Kawai, T. Kaneko, H. Hasegawa and J. F.
Bark. For United States—Mr. and Mrs.
Rallou, Mrs. Paver, Mrs. T. K. Hunt, Mrs.
Pinkston, Messrs. E. S. Reader, J. Clark, J.
Donnelly and F. O. Seaton.

Ships Passed The Canal.

Outward—23rd January—Etruria, Glen-
gan, 27th January—Foshing, Ardmore,
30th January—Wakasa Maru, 3rd February
—Melau, Dencluck, Laos, Brigravia, 6th
February—Fiberius, Machan, St. Nicholas,
Fiana Ferdinand, Saxonia, Willowden, Glen-
turret, 9th February—Nithsdale, Sandyford,
Malacca, Preussen, Savoia, China, Strathnevis,
12th February—Armadillo, Hehio, Telemachus,
Asama, Warrior, 17th February—Patricius,
Trieste, Cybeline, 20th February—Frankly,
Ningchow.
Homeward—27th January—Aragonia, 30th
January—Glenroy, 3rd February—Sydney,
9th February—Nurnberg, 12th February—
Bayern, Louther, 20th February—Flintshire,
Japan, Polynesian.

Arrivals at Home—23rd January—Konig
Albert, 27th January—Formosa, 30th Janu-
ary—Marburg, Salozie, Achilles, 3rd Febru-
ary—Indramayo, Kawachi Maru, 6th Febru-
ary—Bingo Maru, 9th February—Manila,
Shenandoah, Prometheus, 12th February—
Klauske, 17th February—Dardanus, In-
drani, 19th February—Ceylon.

Shipping Reports.

Str. Aquaman from Singapore—Strong
N.E. monsoon.
Str. Paklat from Bangkok—Fresh monsoon,
high N.E. swell.
Str. Hailan from Swatow—Light S.W. wind,
clear and cloudy weather.
Str. Mogul from Manila—Light to moderate
monsoon, slight swell, with fine clear weather
throughout.
Str. Loongang from Manila—Fine clear
weather, moderate to slight N.E. winds and
smooth sea; passed S.S. Rubi.
Str. Hailan from Kuchinozu—There to
Tung Yung fresh N.W. breeze and sea, thence
to Brothers light S.W. breeze and hazy weath-
er, thence to port strong E.N.E. breeze and
following sea.

Steamers Expected.

Vessels	From	Agents	Due
Sydney	Saigon	V. M. & Co.	Feb. 24
Gregory Apar	Singapore	D. S. & Co.	Feb. 24
Nankin	Singapore	P. & O. Co.	Feb. 24
Coromandel	Singapore	P. & O. Co.	Feb. 24
Glenlogan	Singapore	McG. & G.	Feb. 28
Præmar	Singapore	S. T. & Co.	Feb. 28
Laisang	Calcutta	J. M. & Co.	Mar. 1
Preussen	Colombo	V. & Co.	Mar. 1
Korea	Japan	P. M. & Co.	Mar. 1
Gaelic	San Francisco O.	O. & Co.	Mar. 9
Indrasambha	Portland	P. & A. Co.	Mar. 15

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Ellen Rickmers	at Kowloon Dock		
Yuenang	"	"	"
Hue	"	"	"
Tak Hing	"	"	"
Sungkiang	"	"	"
Tacoma	"	"	"
Lin Tan	"	"	"
Kaifong	"	"	"
H.I.G.M.S. Moewe	"	"	"
H.M.S. Glory	"	"	"
Tai On	"	"	"
Borneo	Cosmopolitan	"	"
Keongwai	"	"	"
Lothair	Aberdeen	"	"

Vessels in Port.

Steamers	From	Agents	Due
Amigo, Ger. s.s., 822, Hansen, 20th Feb., Moji 15th Feb., Coal.—J. & Co.			
An Pho, Br. s.s., 966, Kynoch, 20th Feb., Saigon 15th Feb., Rice.—H. & Co.			
Borneo, Ger. s.s., 1,344, Muhle, 27th Jan., Sandakan 21st Jan., Gen. and Timber.— M. & Co.			
Chenan, Br. s.s., 1,459, Northcombe, 18th Feb., Canton 18th Feb., Gen.—B. & S.			
China, Ger. s.s., 1,153, Kruebe, 19th Feb., Saigon 13th Feb., Rice.—E. A. T. Co.			
Chowhai, Ger. s.s., 1,115, Textor, 19th Feb., Bangkok 12th Feb., Rice and Wood.—B. & S.			
Coptic, Br. s.s., 2,744, Armstrong, R.N.R., 12th Feb., San Francisco 15th Jan., Honolulu 22nd, Yokohama 4th Feb., Kobe 5th, Nagasaki 7th and Shanghai (Woocong) 10th. Mails and Gen.—O. & S. Co.			
Crusader, Br. s.s., 1,435, Brown, 11th Feb., Moji 5th Feb., Coal.—D. & Co. Ltd.			
Dunblane, Br. s.s., 2,402, Martin, 16th Feb., Rangoon 1st Feb., Rice.—Order.			
Elisabeth Rickmers, Ger. s.s., 997, Weibinger, 18th Feb.—Bangkok 9th Feb., Teakwood and Rice.—A. K. & Co.			
Emma Luyken, Ger. s.s., 1,110, Martens, 19th Feb.—Saigon 14th Feb., Rice and Flour. —E. A. T. Co.			
Empress of Japan, Br. s.s., 3,003, Beetham, R.N.R., 17th Feb.—Vancouver 25th Jan., and Shanghai 14th Feb., Mails and Gen.— C. P. R. Co.			
Gisela, Aust. s.s., 2,610, Darmanovich, 20th Feb.—Kobe 8th Feb., and Shanghai 17th, Gen.—S. W. & Co.			
Hydra, Br. s.s., 2,625, Smith, 15th Feb., Bombay 5th Jan., and Rangoon 1st Feb., Rice.—D. & Co. Ltd.			
Indrapura, Br. s.s., 3,411, Horne, 11th Feb., Portland, Or. 1st Jan., and Moji 6th Feb., Gen. and Flour.—P. & A. S. Co.			
Johanne, Ger. s.s., 952, Ipland, 14th Feb., Haiphong 11th Feb., and Hoihow 13th, Rice and Gen.—J. & Co.			
Kaifong, Br. s.s., 1,024, Pennefather, 2nd Feb., —Cebu via Iloilo and Manila 30th Jan., Gen.—B. & S.			
Kansu, Br. s.s., 1,242, Badley, 20th Feb., Manila 17th Feb., Gen.—B. & S.			
Keongwai, Ger. s.s., 1,115, Möller, 11th Feb., Bangkok 8th Feb., Rice and Meal. —B. & S.			
Lycemoon, Ger. s.s., 1,238, Lehmann, 19th Feb.—Canton 8th Feb., Gen.—S. & Co.			
Marie Jensen, Ger. s.s., 1,771, Bendixen, 16th Feb.—Sourabaya 1st Feb., Sugar.—J. & Co.			
M. S. Dollar, Br. s.s., 2,674, Cow, 18th Feb., Samarang 6th Feb., Sugar.—B. & S.			
Mongkut, Ger. s.s., 880, Gottrate, 23rd Feb., Bangkok 12th Feb., Rice.—B. & S.			
Namsang, Br. s.s., 2,591, Payne, 16th Feb., Calcutta 30th Jan., Penang 5th Feb., and Singapore 9th, Gen.—J. M. & Co.			
Nanshan, Br. s.s., 1,299, Stovell, 17th Feb., Rangoon and Singapore 9th Feb., Rice. —B. & Co.			
Oanfa, Br. s.s., 4,866, Bartlett, 17th Feb., Moji 13th Feb., Flour and Lumber.—B. & S.			
Peitchaburi, Ger. s.s., 1,373, Hillmann, 19th Feb.—Bangkok 11th Feb., Gen.—B. & S.			
Petrarch, Ger. s.s., 1,252, Ahrens, 18th Feb., Saigon 13th Feb., Rice.—S. W. & Co.			
Prima, Norw. s.s., 761, Meyer, 19th Feb., Borneo 11th Feb., Timber.—S. W. & Co.			

Prometheus, Nor. s.s., 1,023, Lersbryggen, 15th
Feb.—Saigon 9th Feb., Rice and Rice-
flour.—Norwegian Consul.
Purnea, Br. s.s., 2,001, Packham, 18th Feb.,
Rangoon 6th Feb., and Singapore 10th,
Gen.—J. M. & Co.
Sambha, Ger. s.s., 3,516, Luning, 19th Feb.,
Singapore 11th Feb., Gen.—H. A. L.
Shanlung, Br. s.s., 1,835, Quail, 17th Feb.,
Java 8th Feb., Sugar.—B. & S.
Sinan, Br. s.s., 1,543, Williams, 14th Feb.,
Barry 24th Dec., Coal.—B. & S.
Sulfordia, Br. s.s., 2,365, Cress, 14th Feb.,
Newport, Mon. 25th Dec., Coals.—B. & S.
Sungkiang, Br. s.s., 1,021, Robinson, 1st Feb.,
—Manila 29th Jan., Gen.—D. & S.
Tacoma, Am. s.s., 2,689, Ridlev, 14th Feb.,
Tacoma 13th Jan., and Moji 9th Feb., Gen.
—D. & Co. Ltd.
Tartar, Br. s.s., 4,125, Evans, 16th Dec.,
Vancouver 16th Nov., and Shanghai 13th
Dec., Gen.—C. P. R. Co.
Telemachus, Br. s.s., 1,340, Williamson, 19th
Feb.—Saigon 14th Feb., Rice and Meal.
—Nam Wo & Co.
Thea, Ger. s.s., 934, Ohlerich, 14th Feb.,
Kebao 10th Feb., Pakhoi 12th, and Hoihow
13th, Coals and Gen.—J. & Co.
Yuenang, Br. s.s., 1,128, Rolff, 6th Feb.,
Manila 3rd Feb., Gen.—J. M. & Co.

Post Office.

A Mail will close for—
Canton—Per Kinshan, 23rd Feb., 7.30 A.M.
Swatow, Amoy and Foochow—Per Hailan,
23rd Feb., 9 A.M.
Yokohama and Kobe—Per Sumbia, 23rd
Feb., 10 A.M.
Europe, India, via Tatum—Per
Yarra, 23rd Feb., 10.15 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Coptic, 23rd
Feb., 10.45 A.M.
Straits and Rangoon—Per Gisela, 23rd Feb.,
11 A.M.
Macao—Per Heungshan, 23rd Feb., 1.15 P.M.
Shanghai, Yokohama and Kobe—Per Silesia,
23rd Feb., 4 P.M.
Canton—Per Hankow, 23rd Feb., 5 P.M.
Shanghai—Per Whampoa, 23rd Feb., 5 P.M.
Canton—Per Fatsan, 24th Feb., 7.30 A.M.
Kudat and Sandakan—Per Borneo, 24th
Feb., 8 A.M.
Swatow—Per Hailong, 24th Feb., 9 A.M.
Moji, Kobe, Yokohama and Portland, Or.—
Per Indrapura, 24th Feb., 10 A.M.
Manila—Per Loongang, 24th Feb., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Tartar,
24th Feb., 11 A.M.
Singapore, Penang and Calcutta—Per Nam-
sang, 24th Feb., 11 A.M.
Singapore, Penang and Calcutta—Per Hong-
sang, 24th Feb., 11 A.M.
Macao—Per Heungshan, 24th Feb., 1.15 P.M.
Shanghai—Per Kinshan, 24th Feb., 3 P.M.
Manila—Per Kansu, 24th Feb., 3 P.M.
Canton—Per Hionam, 24th Feb., 5 P.M.
Canton—Per Hunkou, 24th Feb., 5 P.M.
Macao—Per Heungshan, 25th Feb., 1.15 P.M.
Canton—Per Hionam, 25th Feb., 5 P.M.
Macao—Per Heungshan, 26th Feb., 7.30 A.M.
Shanghai—Per Kinshan, 26th Feb., 3 P.M.
Yokohama and Kobe—Per Shantung, 26th
Feb., 4 P.M.
Canton—Per Kinshan, 26th Feb., 5 P.M.
Canton—Per Pown, 27th Feb., 7.30 A.M.
Canton—Per Fatsan, 28th Feb., 9 A.M.
Manila—Per Zafiro, 29th Feb., 9 A.M.
Tientsin—Per Chihli, 1st Mar., 3 P.M.
Europe, India, via Tatum—Per
Seydlitz, 2nd Mar., 11 A.M.
Manila—Per Rubi, 5th Mar., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress,
Japan, 9th Mar., 11 A.M.

Books containing stamps of the following
denominations may be obtained at the counter
of General Post Office for \$1.00 each.
16 stamps at 4 cents.
12 " " 2 " "
12 " " 1 " "
Until further notice the transmission of
correspondence via Dalny and the Trans-
Siberian Railway is discontinued.

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Bonheur, Miss E. R.
Boyce, W. B.
Christie, Mrs. & Mr. D.
Cronin, John
Dufour, Mrs. B.
Dulot, Mme.
Fyre, Mr. and Mrs. H.
George, C.
Hayler, L.
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Hough, Dr.
Keble, Geo.
Lec, G. E.
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Murchies, F.
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J. and children
Parsons, E. E.
Pollock, H. E.
Pratt, Major and Mrs.
Pattinson, Mr. and Mrs.
Rauchbold, Mr.
Reid, T. H.
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Mrs. J. and child
Uffel, W. von
Watkins, R.E., Capt.
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Wenborn, S. T.
White, Dr. and Mrs.
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THE SHARE MARKET.

Stocks.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- & bonus of 10/- @ 1/81 = \$21.06 for half-year ending 31.12.1903	\$612 ex div.
National Bank of China, Ltd.	£ 1	3/6 = \$1 for 1903	\$34 b.
Founders	£ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of China, Ltd.	\$ 100	37 per cent = \$32 per share for 1902	\$485 s.
China Traders' In. Co., Ltd.	\$ 25	16 1/2 % = \$1 for year ending 30.4.1903	\$55
North China In. Co., Ltd.	\$ 5	Final of £1 making £2 for 1902	Tls. 67
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$305 b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90 sa. & b.
SHIPPING.			
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 31.12.1903	\$28 sa.
Indo-China S. N. Co., Ltd.	£ 10	5 % = 10/- per share for 1902	\$83
China & Manila S.S. Co., Ltd.	\$ 30	10 % = \$3 per share for 1902	\$24
Douglas Steamship Co., Ltd.	\$ 10	Div. of \$3 for year ending 30.6.1903	\$35 s.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12% for year ending 30.6.1903	\$104 sa.
"Shan" Transport & Trading Co., Ltd.	£ 1	Interim of 1/- for 1903	£1 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903	Tls. 35 b.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 47 1/2 sa.
Limited	Tls. 40	Interim of 3 1/2 % = Tls. 1.75	Tls. 45 b.
Do. Preference	Tls. 40		
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